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MILITARY AND NAVAL CONSTRUCTION ACT

JULY 26, 1951.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. VINSON, from the Committee on Armed Services, submitted the following

REPORT

[To accompany H. R. 4914]

The Committee on Armed Services, to whom was referred the bill (H. R. 4914) to authorize certain construction at military and naval installations, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

GENERAL

During the past year the Department of Defense has had the question of the size, equipment, and deployment of the military forces of the United States under almost constant review. The problem might well be divided into three major areas: first, that of military personnel; second, that of equipment and supplies; and third, the military bases needed to support an adequate force.

The first of these problems was dealt with by the Armed Services Committees in hearings, starting early this year, of the bill which extended the Draft Act and provided a foundation for the establishment of a universal military-training program. The second of the problems, that of equipment and supplies, has been dealt with by the Congress in three supplemental appropriation acts for fiscal year 1951 and in the appropriation request now pending before the Congress for fiscal year 1952. The military public-works authorization bill now before the Congress deals with the third major area of the military-expansion problem; namely, the provision of adequate posts, camps, stations, depots, and other facilities needed to meet the operational requirements of the approved forces and to permit the utilization of the newer types of equipment to be delivered to such forces during the next 10 years.

All three of these areas are mentioned because each area is interdependent upon the other. The manpower without adequate guns,

tanks, airplanes, ships, ammunition, and other supplies are of limited value and, even if all of these are available, they are not fully effective without adequate bases from which to operate.

During the fiscal year 1951, the military Departments requested authority of the Congress for public-works items needed to meet urgent operational requirements in the amount of $1,861,000,000. In the present bill the military Departments are requesting the additional operational facilities needed adequately to support and to make effective the 3½-million-man forces provided for in the fiscal year 1952 budget.

The three military Departments started to put this program together shortly after the decision by the National Security Council, in December 1950, as to the size and character of forces to be recommended for fiscal year 1952. In developing the public-works program, recognition was given to the fact that forces of this approximate size would no doubt have to be maintained over a considerable period of time. The initial estimates of requirements by the three military Departments for additional public-works projects totaled in excess of $12 billion, which estimates included all the facilities that might be desirable in meeting all of the operational and administrative, recreational, religious, and welfare demands, and included a very substantial amount for family housing within the continental United States.

The committee had expected the fiscal 1952 military public-works bill to reach the Congress in early February of this year. When the committee learned in January of this year the size of the proposed public-works request by the military departments, serious consideration was immediately given to the impact which such a program would have upon the civilian economy. It was apparent that the civilian economy could not survive the impact of a fully financed program of this size, under conditions short of general mobilization, particularly when considered in connection with other heavy fiscal demands which emanate from direct military production requirements. In this connection it is pertinent to point out that by June 1 of this year the dollar value of "certificates of necessity" issued for civilian plant expansion was $5.9 billion. Since these certificates cover from 50 to 100 percent of the investment for plant construction, it is reasonable to assume that about $9 billion will be so invested. The original military construction requests, combined with plant construction which is already in progress, will total some $20 billion. Each of these programs is in competition with the other, and the combined dollar amounts of the two programs, assuming that the $4.6 billion program for appropriation in fiscal 1952 for military public works is approved, will still provide an impact of some $13½ billion on the civilian economy. The impact will be heavy and it must not be overlooked.

After consultation between the chairman of the committee and the Deputy Secretary of Defense, Hon. Robert A. Lovett, a complete resurvey of the combined field requests for military public works was undertaken by the three military departments jointly with the Office of the Secretary of Defense. The following ground rules resulted from this restudy:

1. That new construction would be limited, where possible, to operational items needed to permit approved forces to be maintained in an effective operational condition.

2. That existing and available facilities would be utilized to the maximum extent possible, and that replacements should not be considered if the facility could not be utilized one or more additional years; that no facilities in stand-by condition would be reactivated if it were more economical to utilize presently active defense installations.

3. That expansion beyond the immediate requirements for ammunition-shipping facilities, staging areas, expansion of general storage facilities, and improvement of utilities would be deferred for consideration in future requests insofar as such course could safely be followed.

4. That with reference to housing, particularly within the continental United States, maximum utilization would be made of title VIII of the Federal Housing Act, which permits construction by private capital of living quarters for Department of Defense personnel and their dependents.

5. That maximum use would be made of existing medical facilities regardless of the service currently having jurisdiction over such facilities, and that new construction would be limited to additional requirements or replacement of medical facilities that are in such condition that they could not be used for at least one additional year.

6. That recreational and welfare facilities should be limited to those which are necessary to supplement facilities available in nearby communities and demonstrably necessary for the proper care of the effective combatant forces.

7. That estimates for oversea-base construction should be considered and included in a public-works request in such a manner as to permit achieving an equitable distribution of the costs between countries whose defense capabilities were increased thereby.

8. That, in general, permanent and semipermanent facilities would be constructed in order to avoid the wasteful practice of building temporary structures that might require early replacement and that have high maintenance costs.

9. That facilities construction be time-phased with the expansion of the forces and the delivery and contemplated use of new equipment.

10. That authority be provided for the early detailed planning of complete facilities, in order to prevent the hasty and uneconomical construction practices of projects contemplated to be undertaken.

These ground rules were utilized not only in the normal review processes of the military departments but also by special groups of qualified personnel—engineers, contractors, and businessmen—called in from outside the Department of Defense as consultants to the Secretaries of the military departments.

Separate and apart from these reviews within the military departments, the Office of the Secretary of Defense secured the services of Mr. M. J. Madigan, Mr. John F. Hennessy, and Gen. James K. Herbert, all of whom have very wide experience in the construction industry and are experienced with military needs. These gentlemen spent over a month in Washington looking over the proposed programs, visited various sites and made suggestions and recommenda-

tions as to areas where substantial savings or deferments might be made and still provide adequately for the immediate operational needs of the military departments.

The various review processes reduced the initial listings from an aggregate of over $12 billion to the total of $6.7 billion, included in H. R. 4524, which total was further reduced to $5.78 billion, included in H. R. 4914.

The breakdown among the services is as follows:

	Requested in H. R. 4524	Approved by committee in H. R. 4914
Army:		
Title I	$1,775,262,557	$1,368,025,528
Title IV	55,766,000	55,766,000
Total	1,831,028,557	1,423,791,528
Navy:		
Title II	1,130,753,830	786,267,000
Title IV	15,000,000	15,000,000
Total	1,145,753,830	801,267,000
Air Force:		
Title III	3,521,480,000	3,480,661,800
Title IV	63,000,000	63,000,000
Total	3,584,480,000	3,543,661,800

Based upon the list of projects contained in H. R. 4914, the military departments will request financing in the regular 1952 appropriation bill for facilities in whole or in part in the aggregate sum of $4.6 billion as follows:

	Billions
Army	$1.25
Navy	.90
Air Force	2.45
Total	4.60

The screening process, to which the present bill was subjected before being submitted to the Congress, is worthy of mention. As previously noted, the initial total of field request was approximately $12 billion. When these total requests were received and consolidated in the military departments and the Department of Defense, they were subjected to a series of reviews by various panels, boards, and agencies which resulted in a reduction to approximately 50 percent of the original total. In the Air Force, for example, the initial requests received by the Director of Installations totaled $5.5 billion. Reviews within the Air Force by the Director of Installations, the Comptroller, various staff agencies, and the Office of the Secretary, reduced this amount to $4.4 billion. In the meantime, the services of a civilian board of highly competent engineers and construction experts were obtained and the reduced total was subjected to further scrutiny. Following this, the program was reviewed in the Office of the Secretary of Defense and these total efforts resulted in a final reduction to $3.58 billion, which was the amount submitted to the committee in H. R. 4524. As a result of the committee's actions, the total has been further reduced to $3.48 billion. Therefore, as a result of more than eight reviews by various agencies within and without the Air

Force, the original Air Force request has been reduced by more than $2 billion.

In general, the committee has proceeded on the basis of authorizing a 1-year public works program for the Army and the Navy and the major elements of a 2-year program for the Air Force. It is well understood that the Army and the Navy have land and shore establishments which have been in the process of development for more than 100 years. They have been the subject of substantial authorizations and appropriations by the Congress since World War I. The Air Force, on the other hand, as will subsequently be noted in more detail in the discussion of title III, is a new Department which has come into existence since the close of World War II. It was an adjunct of the Army all during World War II. It must be clearly understood that while the Air Force is now a Department of coequal importance to the other two military departments, it has no construction tion base that even remotely compares to the construction base of the Army or the Navy. The committee fully recognizes this fact and has expressed that recognition in the greater authorization granted to the Air Force in title III.

The public works program presented in H. R. 4914 represents the largest single military public works request ever presented to the Congress in peace or war. The question naturally arises: "In view of the fact that approximately 12,000,000 persons were in the armed services at the peak of World War II, what happened to the barracks, mess halls, warehouses, storage facilities, airfields, fuel facilities, and the numerous other facilities which were required to support that force?"

It will be recalled that the beginning of our construction program for World War II and our entry into World War II were practically simultaneous. Speed was of the essence. As a consequence, the great majority of the facilities constructed were either mobilization-type, consisting of frame buildings with unfinished interiors, or theater-of-operation-type which consisted of a wood frame with tarpaper siding. All of the table-of-organization-type buildings have long since succumbed to the ravages of weather and the same is true of a substantial portion of the wooden-type buildings. In addition, and coincident with the precipitate demobilization of our Armed Forces, there was a wide demand by communities and individuals throughout this Nation to obtain certain of the structures which had been built on military installations. The military departments had neither the personnel nor the money to maintain these installations. As their forces shrunk, they drew back into their permanent installations. A great majority of the temporary installations were declared surplus and disposed of in accordance with the provisions of the Surplus Property Act. As a consequence, many of the bases listed in this bill have nothing left except a portion of the utilities which are in the ground and the general outlay of roads and streets which are subject to rehabilitation.

With reference to airfield pavements and aircraft fueling facilities, it must be remembered that not a single jet aircraft was in operational use by our Air Force or Navy throughout World War II. Generally speaking, a 6,000-foot runway was entirely adequate to accommodate practically any plane in use by the Air Force or Navy. In contrast, the emphasis is now on jet aircraft and the transition to jet aircraft

is being made as rapidly as circumstances will permit. With the exception of a limited number of supporting aircraft, both the Air Force and the Navy will be fully equipped with jets. The net effect of this radical change is that entirely new fuel systems must be installed; all parking aprons must be strengthened; all runways must be widened to 200 feet and extended to at least 8,000 feet in length. In addition, both the aprons and runways must be strengthened by the addition of several inches of concrete, depending upon the operational use of the field, in order to accommodate the extreme pressures to which these fields will be subjected as a result of the increased weight and performance characteristics of jet aircraft.

It should also be borne in mind that rising prices in materials and labor contribute substantially to the size of the present program. Construction costs increased about 60 percent from the end of World War II to July of 1950. From July 1950 until the present time, they have increased from 12 to 13 percent in continental United States and approximately 7 percent overseas. The net result is that the defense dollar will purchase no more than half as much as it did in 1941.

In addition to the points previously made regarding the deterioration and removal of barracks, mess halls, warehousing, and storage, it is particularly important to understand current warehouse and storage requirements in comparison to those same requirements in the early part of World War II. Investigation reveals that the end products of accelerated wartime production did not come into being in mass quantity until the latter part of 1942. At that time, we were in a full-scale war and the greater percentage of the wartime production moved directly from production lines to ports for shipment to our troops overseas. A lesser percentage was devoted to the support of our training forces within the United States. Therefore, there was no overwhelming requirement for warehouse and storage space which could not readily be met with existing facilities and emergency-type construction at that time.

Radically different requirements for warehousing and various types of storage exist at the present time. The major portion of our present defense production is not in support of the Korean operation. It is in preparation for our defense in the event of total mobilization. Defense procurement contracts in excess of $35 billion have already been let and substantial production is already underway; every conceivable type of military equipment is beginning to flow from the production line and it will increase in quantity in the months to come. Much of that equipment must be stored in warehouses and in both open and covered storage. If we should fail to provide such facilities in order to insure the future availability and good condition of these production items, we will have failed in one of the most important phases of our defense program. Such a failure would be most serious and would undoubtedly result in indiscriminate waste. We must provide suitable protection for the material which we will desperately need in the event of an all-out emergency.

As a general rule, the committee has considered the strengths of the respective services on June 25, 1950, and the bases they occupied at that time as constituting those forces which should be continued even in the event of a return to peacetime conditions. At such installations, permanent construction has been authorized in this bill. At all other

bases where construction must be undertaken to accommodate the expanded forces, temporary construction has been authorized.

In the consideration of the separate requests of each of the departments as subsequently set out in the discussion of titles I, II, and III, reference should be made to the seven exhibits included in the appendix, which exhibits contain statistical summeries as follows:

Exhibit 1. Strength figures, units and installations at the peak of World War II, on July 30, 1950, and in July 1951.
Exhibit 2. Troop housing, bachelor quarters, family quarters, land acquisition, and airfield pavements.
Exhibit 3. A summary of warehousing requirements.
Exhibit 4. Hospital construction program.
Exhibit 5. Status of Wherry housing.
Exhibit 6. A summary of public works authorizations within continental United States by States.
Exhibit 7. A summary of the authorizations requested, by department, in H. R. 4524 and the authorizations granted in H. R. 4914.

Title I—Army

Perhaps the most precipitant demobilization in our armed services, following VJ-day, occurred in the Army.

At the peak of World War II, the Army had a troop strength of over 5,335,683. By June 25, 1950, the strength was 592,000. Today it stands at 956,187.

At the peak of World War II the Army had 603 installations in the zone of interior, exclusive of industrial installations, national cemeteries, and subposts of main installations and small satellite bases. That number has been reduced to 170 installations in the zone of interior, exclusive of industrial installations and national cemeteries.

Most of World War II construction at Army posts, camps and stations, was either of the mobilization type, an all frame building, or the theater of organization type, a wooden frame with tar paper siding. Much of this type of construction, particularly the theater of operation type, has completely disappeared through normal wear and tear and deterioration by the weather. It was never intended that this type of construction would last for a long period of time. It was emergency construction which served its purpose and has now disappeared.

In addition, as the Army rapidly demobilized following VJ-day and funds became less available for defense purposes, the Army withdrew into its permanent installations and large numbers of posts, camps and stations, which had been used for the support of the Army, were declared surplus. They then came within the jurisdiction of the War Assets Administration and were disposed of to State and local municipalities and various groups under the provisions of the Surplus Property Act. Some of the disposals provided recapture clauses, others did not.

As the result of the demobilization of personnel and the wholesale disposal of Army facilities, the Army simply does not have the minimum facilities to support its present strength, which strength was established by the Joint Chiefs of Staff.

Of the authorization being requested, $890.4 million is for construction in the continental United States, $470.2 million is for construction overseas, and $302.2 million is for classified construction within continental United States and overseas.

The authorization within continental United States is broken down as follows:

1. Army Field Forces, $439.8 million

This sum is for the erection of barracks, mess halls, administrative buildings, firing ranges, classrooms, and other similar type facilities for the support of the troop bases in this country.

2. Military Academy, West Point, $1.6 million

This sum is for a sewage disposal plant, the rehabilitation of a water system, and the construction of a laundry.

3. Ordnance Corps, $139 million

For storage, including ammunition, supporting facilities and utilities.

4. Quartermaster Corps, $89.8 million

For warehousing, storage facilities and utilities, shops and troop housing.

5. Chemical Corps, $36.7 million

For storage and operational facilities and utilities.

6. Signal Corps, $42.8 million

For troop housing, classrooms, research and development laboratories, and supporting utilities.

7. Corps of Engineers, $25.5 million

For troop housing, warehousing and storage, research and development facilities, training facilities, and utilities.

8. Transportation Corps, $76.2 million

Troop housing and supporting utilities, construction of staging areas for oversea movement, ammunition-loading terminal.

9. Adjutant General Corps, $22.7 million

Construction of a Military Personnel Records Center.

10. Army Medical Service, $3.8 million

For hospital wards, troop housing, and supporting facilities and utilities.

11. Various locations, $27 million

For restoration or replacement of facilities damaged or destroyed and provision for other urgent construction requirements.

The oversea items totaling $470.2 million consist mainly of troop housing and supporting facilities and utilities for the tactical support of our oversea troops.

Classified projects within and without continental United States total $302.2 million.

As previously pointed out, the authorizations in this title are for the minimum support of the present troop strength of the Army in accordance with the mission assigned by the Joint Chiefs of Staff. The construction of these facilities require a very considerable lead time. In general, it varies from 9 to 12 months. The question then arises: "Should we make some provision for additional minimum-type facilities to accommodate a large number of troops within a minimum period of time, as a matter of insurance for defense?" The committee

has taken the position that such facilities should be authorized and has approved the establishment of certain installations known as railhead facilities. Each of these facilities was an Army post, camp, or station during World War II; and the majority of them, including the land, were disposed of after VJ–day. The proposal is to reactivate or reacquire these former posts, camps, or stations, install the overhead and underground utilities, rehabilitate the street and road network, and provide a bare minimum of mobilization-type buildings to support a large number of troops in the event of total mobilization. The housing facilities for the troops would consist of tents. A small troop complement would keep the station in a caretaker status, ready for immediate occupancy, and, in the event of total mobilization, each of these stations would be in a position to receive its full complement of troops within a period of 6 weeks as contrasted to a period of 9–12 months if other types of construction were undertaken after total mobilization.

The 10 stations referred to as "railhead facilities", which the committee has authorized as defense insurance against total mobilization, are as follows:

Camp McCain, Miss	$5, 400, 200	Camp Swift, Tex	5, 831, 600
Camp Rucker, Ala	1, 387, 380	Camp White, Oreg	11, 285, 000
Camp Shelby, Miss	7, 355, 450	Staging area, Boston, Mass	4, 281, 000
Camp Bowie, Tex	8, 382, 000	Staging area, Hampton Roads, Va	7, 470, 800
Camp Gruber, Okla	9, 913, 700		
Camp Robinson, Ark	4, 321, 300		

With particular reference to Camp McCain, Miss., the committee received some protest over the proposed reacquisition of a large amount of land for the establishment of this railhead facility. Congressman Thomas G. Abernethy appeared before the committee and pointed out that many of the present tenants on this land were dispossessed when Camp McCain was activated during World War II and have only now become reestablished. He further pointed out the undesirability of disrupting the lives and welfare of many of the same persons whose lives have already once been disrupted for the same purpose. The committee became aware of the existence of a large amount of Government-owned acreage in this general vicinity, on which land a dam is being constructed by the Government. Perhaps considerable portions of this land which are suitable for agricultural purposes have already been leased for that purpose, and occupation of this reservoir land for military purposes might produce the same undesirable results that would occur under present Army proposals. Nevertheless, if it is possible to utilize Government-owned land for the reactivation of Camp McCain, or the establishment of this railhead facility in some other locality on Government land, or land which would not entail the disruption of the homes and livelihoods of the inhabitants, it should be done.

While it is true that the Government obligation under condemnation proceedings is restricted to the established value of the land, the committee feels that consideration should be given, where feasible, to the actual damages suffered by those being dispossessed in establishing the price of the land.

Authorizations for "various locations" total $37 million, of which $27 million is within continental United States and $10 million overseas. The committee has approved these authorizations with

the distinct understanding with the Army that no construction will be undertaken pursuant to these authorizations until consultation has been had with the committee and clearance obtained.

In addition to the breakdown previously listed, certain recapitulations are included in the appendix as exhibits. They are as follows:

Exhibit 1. Strength figures, units, and installations at the peak of World War II, on July 30, 1950, and in July 1951.
Exhibit 2. Troop housing, bachelor quarters, family quarters, land acquisition, and airfield pavements.
Exhibit 3. A summary of warehousing requirements.
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SECTIONAL ANALYSIS OF TITLE I

The new dollar authorizations are contained in sections 101, 102, 401, and 402. They are summarized in section 502. Authorizations without specific dollar tabs are contained in sections 504 and 505.

Section 101 contains projects within the continental limits of the United States amounting to $890,450,398, or 83 percent of the total Army authorization in section 101, and projects planned for oversea areas amounting to $175,341,130, or 17 percent of the total Army authorization in section 101. The total for section 101 is $1,065,781,528.

Section 102 contains projects for construction at classified locations, both within the continental limits of the United States and overseas. The dollar authorization in section 102 is $302,234,000.

TITLE II—NAVY

By December 1950, it was evident that the Korean operation was to be sustained beyond the planned 6 months' period. A second supplemental appropriation was passed to continue support of naval forces in Korea through fiscal 1951 and to begin correction of only those deficiencies in the shore establishment which were of the most urgent nature. A state of national emergency was declared by the President, and plans to strengthen the Armed Forces of this country as speedily as possible were approved by Executive authority.

The full extent of the change from a small peacetime Naval Establishment to a greatly expanded one was then clearly defined. A better understanding of the total problem can be had from a study of the following statistics: From VJ-day until June 1950, naval personnel decreased from 3,576,622 to 376,501, and will increase to 805,000, an increase of 215 percent over June of 1950, by the end of fiscal year 1952. Marine Corps personnel decreased from 485,833 to 74,274 and will be increased to at least 204,000, an increase of approximately 240 percent over June of 1950, by the end of fiscal 1952. Active ships in the Navy decreased from 8,149 to 617 and will be increased to 1,169, or 189 percent over June of 1950, by the end of fiscal 1952. Total naval aircraft inventory decreased from 40,392 to 6,233 (naval operating aircraft) and will increase to 8,739 (operating aircraft), or 140 percent over June of 1950, by the end of fiscal 1952.

A knowledge of the foregoing statistics will result in a better understanding of the naval proposals in title II.

The major portion of the program provides for improvement and augmentation of facilities at existing activities, a single large segment being the completion of the development of fleet-support aviation facilities, the augmentation of which started under the authorizations and appropriations granted by the Eighty-first Congress. There are few new activities proposed. These are: Six communication activities, three overseas and three in continental United States; six oversea air facilities, four of which will be jointly developed with the Air Force; two hospitals, one at Norfolk, Va., and one at Long Beach, Calif.; and one aviation-fuel facility at Portland, Maine.

Percentagewise, operational facilities amount to 79.3 percent of the cost of the total program; production facilities, 2.5 percent; research, development, and test, 5.5 percent; troop housing, 12.1 percent; family quarters, 0.2 percent; and bachelor civilian housing, 0.4 percent.

Troop housing in the proposal includes accommodations for a total of 32,100 enlisted men and for 1,475 bachelor officers. Of these, 12,250 barracks spaces and 818 bachelor-officer units are overseas, and 19,850 barracks spaces and 657 bachelor-officer units are in continental United States. Approximately 23 percent of the barracks construction is temporary and 77 percent is permanent. Of the BOQ's, 51 percent are of temporary construction and 49 percent permanent.

On the basis of the forces in being at the end of fiscal year 1950, the total deficit in family housing for the Navy is estimated to be about 35,000 units. This figure takes into account prospective gains in housing of about 22,900 title VIII units, and a loss of 13,200 units of low-cost housing which will become unserviceable in the near future.

Family housing in current Navy proposal totals only 70 units, of which 37 are overseas and 33 in the zone of interior. The program includes married quarters for only selected key personnel at a few activities.

The Navy's effort in its current public-works program is divided into 11 classes.

(1) Fleet facilities

New authorization (8.7 percent of program)---------- $70, 047, 600

This part of the program is designed to develop facilities in the continental United States principally to meet the need for a greatly expanded program of amphibious training by the Navy for all three services; for fleet air defense and submarine countermeasures; and to strengthen the fleet shore-support installation outside the continental United States commensurate with fleet units that have been increased as a result of the international situation.

(2) Aviation facilities

New authorization (46.3 percent of program)---------- $371, 313, 150

The greatest dollar portion of the Navy's proposal falls in this class. The program for the continental aviation shore establishment is designed primarily to continue the development of the existing naval aviation shore establishment in order that it be phased in consonance with procurement of modern high-speed jet and patrol aircraft.

The operational facilities proposed are principally longer and heavier runways, taxiways and parking spaces, station fuel storage, and line-maintenance facilities, modern navigational aids and controlled-approach facilities, and facilities for jet-aircraft overhaul and repair.

Proposals for naval air research and development reflect needs made more apparent by actual test in the Korean operation, particularly with respect to those projects which promise early useful results.

In oversea areas, provision is made for installations which will enable the Navy to exercise control over the essential sea lanes to our eastern allies and to our outlying bases in the Pacific. These installations are for use primarily by shore-based long-range anti-submarine-warfare aircraft.

(3) Marine Corps facilities

New authorization (4.5 percent of program)---------- $35, 845, 900

The Marine Corps has undergone rapid expansion to meet its tasks in the present emergency with a shore establishment which has had approximately only $2.5 million of public-works money between fiscal year 1946 and the second supplemental fiscal year 1951. The early deployment of one division to the Korean combat zone has so far been the major alleviating factor in permitting this expansion. The new authorizations requested are for the correction of deficiencies at training activities and in logistic support facilities for the expanded Marine Corps, and for the completion of a camp at Oahu at which there will be based one regimental combat team with a Marine air group.

The Marine Corps eventually faces the problem of housing the major portion of the First Marine Division if it is withdrawn from combat. The solution of this problem will be included in a later budget estimate.

(4) Communication facilities

New authorization (2.9 percent of program)---------- $23, 100, 950

The Navy is asking authorization for funds to provide the necessary expansion of the naval communication system to cope with the increased load of fleet operational and administrative traffic. In addition, it needs functional facilities to support the anti-submarine-warfare program, and needs to augment facilities in support of joint agencies essential to naval readiness and to the general national defense.

(5) Service school facilities

New authorization (3.3 percent of program)---------- $26, 545, 700

The items included in this class are required to correct deficiencies in training facilities for both officer and enlisted personnel to meet the increased training loads incident to the expansion of naval personnel.

(6) Ordnance facilities

New authorization (14.8 percent of program)---------- $118, 306, 200

The ordnance facilities requested are requirements to support an integrated program of research, design, development, manufacture, storage, distribution, and maintenance of ordnance and ammunition to meet the needs of the fleet, and certain requirements of the Army and Air Force. The program basically is divided into three broad categories. The first, and largest, is the provision of storage and issue

facilities for ammunition scheduled for production; the second provides for the necessary augmentation of production facilities for improved and new weapons to meet planned production levels; the last category provides for the research, development, and test facilities required for the continued improvement of naval ordnance.

(7) *Shipyard facilities*

New authorization (7.0 percent of program)---------- $55, 750, 300

Approximately two-thirds of the funds requested in this class are for augmentation of ship repair activities to support the planned expansion of the fleet, including facilities to meet new requirements in the fields of electronics, sonar, and electrical equipment. The remaining funds are requested for development and research facilities required to keep ship design abreast of scientific and technical advances, and to explore and develop radiological defense techniques.

(8) *Supply facilities*

New authorization (4.8 percent of program)---------- $38, 634, 500

Fifty-eight percent of the authorizations being sought under supply facilities is for the construction of bulk storage for a strategic reserve of aviation gasoline, jet fuel, and naval special fuel oil. The purpose of the storage is to provide a cushion of these fuels during a 75-day period after the onset of war while industry is gearing their production. The reserve requirements in this program were computed on the basis of the forces actually in being on July 1, 1950. Additional authorizations and appropriations to meet added requirements, based on the forces in being as of July 1, 1951, will be requested in a later budget submission. The total warehouse storage space requirement by the end of the fiscal year 1952 is 69,585,000 gross square feet. 60,741,000 gross square feet is presently in operation leaving a deficit of 8,844,000 gross square feet of warehouse space. The Navy plans to construct 1,045,000 gross square feet and obtain 4,000,000 by leasing or the use of public warehouses. The remaining deficit of 3,799,000 gross square feet is under study. It may be necessary to present a program to the Congress for its construction at the earliest opportunity. In addition to the foregoing the Navy is asking for inventory control facilities for the expanded electronics and general stores program.

(9) *Medical facilities*

New authorization (3.0 percent of program)---------- $23, 831, 000

The primary objective of this part of the program is to provide adequate medical facilities to meet the expanding needs of the Navy for medical care. The program is in consonance with that laid out by the Armed Forces Medical Policy Council for the Department of Defense. Included are items for the provision of additional permanent and temporary hospital beds to correspond, in part, to projected requirements for the end of fiscal year 1952. Also included are facilities for research in the field of medicine as it relates to radiological warfare, and a facility for one medical supply activity on the eastern seaboard. A small portion of the program, $903,500, is needed to improve conditions at overseas medical facilities in the Canal Zone, at Guam, and in Japan.

(10) Yards and docks facilities

New authorization (4.1 percent of program)---------- $33, 025, 100

In this part of the program, the Navy is asking for authorizations to construct adequate training and support facilities for the Navy's Construction Battalion at three continental advance base depots in order to meet planned requirements for Construction Battalion support of overseas operations. Also, in continental United States, the Navy is asking for authorizations to augment for transportation and heavy-equipment repair at the public-works center of the operating base at Norfolk, Va., for the restoration of damage which may result at various locations as a result of fire, storm, and other acts of God, and, for the Navy's portion in the construction of a joint military project. In overseas areas the Navy is asking for authorizations for the acquisition of land (36 acres), easements, and utility rights-of-way to serve the Government lands of the island of Guam; for the acquisition of land in the Trust Territory of the Pacific Islands; and, for the restoration of damage which may result at various overseas locations from acts of God.

(11) Office of Naval Research facilities

New authorization (0.6 percent of program)---------- $4, 867, 200

The program objective here is the augmentation of research facilities under the management control of the Office of Naval Research, to accommodate the greatly expanded workload which has resulted from rapid advances in scientific fields and the national emergency condition now existing.

The foregoing sets forth generally the essence of the military requirements of the Navy's present public works program.

Statistics covering the major segments of the items in this title are included in exhibits 1 through 7 in the appendix.

SECTIONAL ANALYSIS OF TITLE II

The new dollar authorizations are contained in sections 201, 202, 401, and 402. They are summarized in section 502. Authorizations without specific dollar tabs are contained in sections 504 and 505.

Section 201 contains projects within the continental limits of the United States amounting to $597,758,650, or 88.8 percent of the total Navy authorizations, and projects planned for overseas areas amounting to $74,977,154, or 11.2 percent of the total proposal for section 201. The total for section 201 is $672,735,800.

Section 202 contains projects for construction at classified locations both within the continental limits of the United States and overseas. The dollar authorization in section 202 is $113,531,800.

Title III—Air Force

The Air Force is authorized $3.48 billion in the public works authorization bill for fiscal year 1952. The Air Force is asking for an appropriation of $2.4 billion to carry out this authorization in the same fiscal year.

Almost without exception, the difference between the $2.4 billion of appropriations, and the $3.48 billion of authorizations, represents

expenditures to complete projects outlined in the $2.4 billion. In other words, it will be necessary to spend the $3.48 billion to complete the projects undertaken within the $2.4 billion.

The Air Force believes that, with minor exceptions, the entire $3.48 billion of authorizations could be obligated within the fiscal year 1952. However, in the various screenings which took place within the Department of Defense and the Bureau of the Budget, and in the interest of spreading the impact of the program over a longer period than 1 year, it was decided to request only $2.4 billion of appropriations during the fiscal year 1952 instead of the whole amount of $3.48 billion.

It is the $3.48 billion then, the authorized amount, which must be examined in order to determine the validity of the Air Force's program.

The $3.48 billion will support only the 95-wing program, and then only on an austerity basis. The $3.48 billion does not represent any installations for forces over 95 wings, nor does it include any mobilization potential.

It is important to understand that all of these installations are intended to serve the three basic end products of the Air Force—namely, the strategic air operation, the air defense operation, and the tactical air operation. To be sure, there are many other operations of the Air Force which are served by these installations—but all of these other functions are support functions. They are all in aid of the three front-line operations of the Air Force.

When, therefore, we look at these requests for bases we must examine any proposed reduction in relationship to the effect that it would have on the first-line function for which the base is intended.

In this connection, special attention must be given to the strategic air command. The base structure of the strategic air command is being built anew.

The air defense command also is extremely important and the items in this title for that command have a major effect on the ability of the Air Force to intercept a hostile bombing attack on continental United States.

Our radar structure is pretty well established by previous authorizations and appropriations in fiscal years 1950 and 1951. In this appropriation only $24,690,000 of new authorization is being requested. This $24,690,000 is (1) for expenditures in connection with the extension of radar coverage into Canada; and (2) for certain other constructions for the defense of bases.

In addition, in the requested authorization are amounts for the building of bases for our interceptor aircraft and for the installations of high-speed refueling and alert and readiness facilities in order to be sure that the planes will get off the ground as rapidly as possible if they have to.

The requested facilities are only enough to take care of the allotted number of interceptor squadrons called for in the 95-wing program. The air defense command has always been particularly insistent on the importance of one squadron per base deployment, and no reductions have been made in the current requests which will interfere with this principle or with our having the most effective high-speed refueling and alert and readiness facilities at these bases. It is only with a deployment of this kind that the proper fighter direction control activities can be properly carried out. The importance of the high-speed refueling and other alert and readiness facilities is evident.

The tactical air situation presents a special case because this is, in a large measure, tied up with the development of the North Atlantic Treaty Organization in respect to the bases which have not been completed.

It is important that this authorization be granted to put the Air Force and other United States representatives in the North Atlantic Treaty Organization in a position to negotiate properly in connection with the tactical air bases for the NATO forces.

Back of the bases for these three front-line operations are the support installations. The support installations are divided among the following categories of operations: training, depots and logistical; communications, and navigational aids; research, development and test; and Reserve activities.

The committee accepts the principle that the bases must be adequate to support the airplanes and the crews which handle them. Therefore, the bases which have an immediate and direct relationship to operations present the least difficult part of the problem.

The more difficult part of the problem is that part of the base structure which has an indirect relationship to the actual operating facilities.

The Air Force is sadly behind in its installations, both in the United States and abroad. The base structure is the weakest of the three pillars of the Air Force, which are the aircraft which are flown, the men who fly them, and the bases from and to which these aircraft operate. The aircraft are moving along reasonably well, and so is the training of personnel. But the base structure is definitely in a bad third place. The need for improvement is urgent.

The base structure of the Air Force is inadequate in two major respects. First, it is not adequate to carry on the operations of the Air Force. By this, it is meant that the strategic air, the air defense, and the tactical air functions are not properly supported in the base structure in the form of runways, high-speed refueling, hangars, and the other operational features that have to be there if the Air Force is going to be able to fulfill its mission.

But the Air Force is also especially badly behind in its support facilities and in particular in its housing and other living facilities. The reason for this is that the base structure of the Air Force is new. The Air Force has been in existence a very short period of time. It has not been able, as the other services have, to build up over a century and a half the installations that it needs. It is for this reason that the operational facilities, although these are not yet adequate, have run ahead of the facilities for living. For, obviously, when the Air Force has to move in on a base, it builds the thing that it needs first to operate the aircraft, and the living facilities come later.

The following figures show the relationship of the base structure of the Air Force which existed at the beginning of World War II to that which exists at the present time.

At the war peak, the Air Force had 1,933 installations, a troop strength of 2,411,000 men, and 243 groups. On June 30, 1950, the 1,933 installations had been reduced to 210; the troop strength had been reduced from 2,411,000 to 411,000; and the groups had been reduced from 243 to 48.

Today the Air Force has 232 installations and is asking for an increase to 309 in comparison to the 1,933 which it had at the peak

of the war. It now has 787,000 men in comparison with 2,411,000 men during World War II.

These 309 major installations, exclusive of industrial, are required by June 30, 1952, for the 95-wing program. Of this number, 66 require no further authorizations; 108, which have been a part of previous Air Force programs, require authorization for major expansion, while 135 bases, which include new bases that have to be built from the ground up, bases not now occupied but which have to be reactivated, and bases presently occupied but not suitable for their mission, require authorization for major construction.

Very few of these are "new bases," meaning bases which were not used in World War II either by the Air Corps or the Navy. There are only two kinds of "new bases"; namely, most of the oversea bases and six bases located within the United States.

Most of the oversea bases are new because they have to do with the strategic or tactical air operations abroad; and these operations are being built anew. The six bases within the United States are new because it was found necessary to create them in order to meet operational needs; and new bases were selected only after the fullest examination of the availability of existing bases.

The question often arises why certain bases in the United States, which were entirely satisfactory for use in World War II, are not being used by the Air Force today.

There may be many reasons in the case of any particular base, but the principal general reason is the change in the performance of modern aircraft, and, in particular, the development of the turbojet engine. This has created an entirely different set of requirements for air bases.

Altitude, for example, has something to do with this. There is one base which was entirely satisfactory in World War II which, allegedly, would require a runway 17,000 feet long if it were used by a particular type of jet aircraft. This is more than double World War II requirements.

The high complexity of bases, especially when they have to do with strategic and air-defense operations in this country, presents problems of major importance. The fact, for example, that fuel-consumption rates of high-performance aircraft are nearly three times that of World War II aircraft obviously creates a requirement for fuel storage and high-speed refueling systems. Moreover, because of the high complexity of the electronic and fire-control devices, nearly all of the air bases in our training establishment require improved and expanded facilities for individual and combat-crew training; and they also require classroom buildings and complicated types of training devices such as the flight-simulating trainer.

Moreover, the new requirement that missions must be done in all kinds of weather has so complicated the types of navigational aids that training at the bases is correspondingly complicated. In short, the air-base structure is enormously more complicated than that which existed in World War II.

Immediately after Pearl Harbor the decision was taken by Generals Arnold and Somervell to get construction in place hurriedly. The result was that the building of more solid types of housing at the air bases was discontinued and short-lived housing was built. While this decision was correct at the time, the Air Force is now paying the penalty for the short life of the construction.

The authorization items in title III represent an effort on the part of the Air Force to start toward the building of the kind of base structure it needs. The Air Force is building from scratch, and this request goes only part of the way toward the kind of base structure which the Air Force needs. It is not as great as it should be in terms of providing the necessary operational facilities to enable the Air Force to do its job. It is badly deficient in the support structure, and within the support structure particularly weak in the provision of proper living facilities. It represents the minimum which should be authorized and appropriated for at this time.

The functional breakdown of the Air Force authorization request is as follows:

Continental United States:

1. Operational support, including airfield pavements, fuel storage and dispensing facilities, communications, navigational aids, and airfield lighting facilities, training facilities, troop housing, administrative and supporting facilities, utilities, warehousing and storage facilities and shops, and other similar type facilities	$987,000,000
2. Training facilities, including airfield pavements, fuel storage and dispensing facilities, communications, troop housing, classrooms, and other training facilities, utilities, warehousing, and storage, shops and other similar facilities	267,000,000
3. Depot and logistical facilities, including airfield pavements, fuel storage and dispensing facilities, communications, training facilities, development and test facilities, troop housing, aircraft maintenance and storage facilities, and similar type installations	267,000,000
4. Communications and navigational aids, consisting mainly of the installation of GCA (Ground Control Approach) and ILS (Instrument Landing System), at numerous bases in continental United States	5,830,000
5. Classified installations	2,479,000
6. Other construction, including deficiency authorizations, conversion of housing, modernization of mobilization barracks, construction for Reserve forces' training, restoration or replacement of facilities damaged or destroyed construction of prefabricated buildings for oversea use, etc	237,500,000

The total of these items in the zone of interior is $2,063,389,800.

The comparable items and amounts for overseas is as follows:

1. Operational support	$1,372,000
2. Training facilities	None
3. Depots and logistical facilities	15,000,000
4. Communications and navigational aids	9,700,000
5. Classified installations	11,300,000
6. Other construction	47,400,000

The total for these operations overseas is $1,455,582,000.

SECTIONAL ANALYSIS OF TITLE III

The new dollar authorizations are contained in sections 301, 302, 401, and 402. They are summarized in section 502. Authorization without specific dollar tabs are contained in sections 504 and 505.

Section 301 contains projects within the continental United States amounting to $1,993,603,800; outside continental United States, $415,420,000.

Section 302 contains projects for construction at classified installations both within continental limits of the United States and overseas.

Dollar authorization in section 302 is $1,071,638,000.

TITLE IV

Section 401 provides a total authorization of $78,760,000 for the Army, the Navy, and the Air Force to establish or develop joint military installations. All of the projects authorized within this section are classified.

Section 402 contains a general authorization of $45,000,000—$15,000,000 for the Army, $5,000,000 for the Navy, and $25,000,000 for the Air Force—to construct and equip temporary or permanent buildings, including the utilities for use as exchanges, theaters, auditoriums, restaurants, cafeterias, or other facilities intended primarily for welfare and morale purposes.

When the bill was originally prepared, each of the Departments had listed all facilities of this type at the particular location where it was intended to construct them. The Bureau of the Budget insisted that this type of facility should not be listed at the location where it was to be constructed, but that all such facilities should be consolidated in a single section, as has been done in section 402. A complete list of the locations for each of these facilities is carried in the printed hearings on the bill.

TITLE V

All of title V except section 505 contains the general provisions which are normally included in each military public-works bill.

Section 505 pertains to Wherry-type family-housing units. When the bill was originally introduced, section 505 consisted of that portion of the present section which is designated 505 (b). Subsequent to that time, June 30, 1951, certain provisos in title VIII of the Public Housing Act expired, making it impossible for the military services to proceed with a large number of their Wherry housing projects. Section 505, in the absence of an extension of those provisos, then became meaningless. Since title VIII housing is for the construction of modest-type family units for military personnel and civilian employees at military installations which have been declared by the Secretary of Defense to be permanent installations, the committee deemed it imperative that the provisos in section 803 (a) of title VIII of the National Housing Act, as amended be reactivated by extending the date in section 803 (a) from July 1, 1951, to July 1, 1953. That has been accomplished in section 505 (a) of the bill, H. R. 4914.

It should be recalled that the committee deleted a requested authorization of $107,000,000 for family-housing units in the military construction requests during fiscal 1951. It was the intention of the committee that maximum use would be made of title VIII housing. The only exception to this committee rule is the authorization for family-housing units at oversea installations or at very isolated installations within the continental United States where title VIII housing was not feasible.

In the present bill certain ground rules have been set which place very restrictive limitations on the authorization of family quarters. The committee has approved not to exceed five sets of family quarters

to house key personnel of a given installation if no family quarters presently exist at such station. In the case of the Army, 16 units were authorized in continental United States; 33 were authorized for the Navy; and 746 were authorized for the Air Force. The greater number authorized for the Air Force is due to the construction of more than 400 of such units at Limestone Air Force Base, an isolated base in northern Maine. The remainder are subject to the five-unit limitation heretofore explained. The remaining 4,444 units, mainly for the Air Force, are located overseas, one segment of 655 units being located at various classified installations which are isolated and not susceptible to Wherry-housing construction.

Provision for family quarters presents a most difficult problem to the committee and to the Congress. It is a well-established fact that many of the private quarters in which Armed Forces' personnel are housing their families are not only substandard, they are disgraceful. The committee is of the opinion that very substantial relief can be given at permanent installations to the family-housing problem through the enactment of section 505. Under the original Wherry proposals, 173 projects, including 71,373 units, were programed. Some 30,000 of those units are now held in abeyance pending the extension of the provisions of section 803 (a) of the Public Housing Act, as proposed in section 505 (a) of this bill.

A large percentage of the construction in the present bill will be done at so-called 10-year or temporary bases. While the committee fully appreciates that family housing at such bases also constitutes a definite problem which must be considered, it has deferred its consideration of this phase of family housing pending action by the Congress on the over-all defense-housing problem.

TITLE VI

This is a new title which has been added to the bill as a result of committee action.

It will be recalled that the committee reported H. R. 3096, relating to the acquisition and disposition of land and interest in land by the Army, Navy, Air Force, and Federal Civil Defense Administration, on April 4, 1951, which measure was passed by the House on April 23, 1951, and by the Senate on May 1, 1951. The President vetoed the bill on May 15, 1951 (H. Doc. 133), which veto was overridden by the House on May 17.

The Senate has not yet acted on the Presidential veto of H. R. 3096. The committee is still of the opinion that it should have the statutory authority to scrutinize the real-estate transactions of the Army and the Air Force in substantially the same manner that it has scrutinized those same transactions of the Navy for the past 8 years. The committee further feels that the House shares that conviction, as expressed by its vote of 312 to 68 in overriding the Presidential veto of H. R. 3096. Because of that conviction, the committee has included all of the provisions of H. R. 3096 in title VI of this bill.

The proposed legislation, H. R. 4914, which is a substitute bill for H. R. 4524, is recommended by the Department of Defense and approved by the Bureau of the Budget, as is evidenced by the letter of the Secretary of Defense which is hereto attached and made a part of this report.

THE SECRETARY OF DEFENSE,
Washington, June 19, 1951.

Hon. SAM RAYBURN,
Speaker of the House of Representatives.

DEAR MR. SPEAKER: There is forwarded herewith a draft of proposed legislation to authorize certain construction at military and naval installations, and for other purposes.

This proposed legislation is a part of the Department of Defense legislative program for 1951, and it has been approved by the Bureau of the Budget. The Department of Defense recommends that it be enacted by the Congress as expeditiously as possible.

Purpose of the legislation.—This proposed legislation would authorize the respective Secretaries of the Army, Navy, and Air Force, under the direction of the Secretary of Defense, to construct military public works urgently needed by the Department of Defense to meet its requirements under the expanding military program which has been dictated by the current international situation. It is contemplated that the majority of the station projects covered by the proposed authorization bill will be financed during fiscal year 1952 and funds so to finance those projects are being sought for inclusion in the 1952 appropriation bill. It is contemplated that the remainder of those projects will be financed in whole or in part by the end of fiscal year 1953.

Legislative reference.—The last major public-works authorization for the Department of Defense is contained in Public Law 910, Eighty-first Congress, approved January 6, 1951.

Cost and budget data.—The total amount of the authorization specified in this proposed legislation is $6,561,262,387, of which $1,831,028,557 is for the Department of the Army, $1,145,753,830 is for the Department of the Navy, and $3,584,480,000 is for the Department of the Air Force.

Department of Defense action agency.—The Office of the Secretary of Defense has been designated as the representative of the Department of Defense for this legislation.

Faithfully yours,

G. C. MARSHALL.

In compliance with paragraph 2a of the rule XIII, of the Rules of the House of Representatives, changes in existing law made by the bill are shown as follows (existing law in which no change is made is in roman; new language is in italics, and that part which is omitted by brackets):

ACT OF JUNE 6, 1951, PUBLIC LAW 910, EIGHTY-SECOND CONGRESS, FIRST SESSION

[SEC. 407. Notwithstanding any other provision of law, the Departments of the Army, Navy, and Air Force may not grant or transfer to another Government department or agency other than a military department or to any other party any land or buildings of a permanent nature, or any interests in such property, except equipment no longer serviceable and except easements, leases, or permits deemed to be in the public interest, which shall have been acquired, constructed, or installed pursuant to the provisions of this or any previous Act except as authorized by an Act of Congress enacted subsequent to the date of enactment of this Act.]

ACT OF APRIL 4, 1944, PUBLIC LAW 289, SEVENTY-EIGHTH CONGRESS

[* * * *Provided further*, That prior to the acquisition or disposal, by lease or otherwise, of any land acquired for naval use under the authority of this, or any other Act, the Secretary of the Navy shall come into agreement with the Naval Affairs Committees of the Senate and of the House of Representatives with respect to the terms of such prospective acquisitions or disposals; and recital of compliance with this proviso in any instrument of conveyance by the Secretary of the Navy under authority of this or any other Act shall be conclusive evidence of the Secretary's compliance with this proviso as to the property conveyed]

ACT OF AUGUST 5, 1947, PUBLIC LAW 364, EIGHTIETH CONGRESS

[* * * The Secretary of War or the Secretary of the Navy, as the case may be, shall submit to the Congress on the first day of January and the first day of July of each year, following the enactment of this law, a report of all leases entered into in accordance with the provisions of this Act.]

APPENDIX

EXHIBIT No. 1

Strength figures requested in conjunction with Department of Defense construction bill for fiscal year 1952

DEPARTMENT OF THE ARMY

	Personnel strength	Units	Installations
Peak World War II	5,335,683	88	603
June 30, 1950	354,993	10	155
July 1951	956,187	18	170
Projected, fiscal 1952	[1]	[1]	[2] 170

DEPARTMENT OF THE NAVY

	Personnel strength	Active ships
Peak World War II	3,576,622	8,149
June 30, 1950	379,790	617
Projected, fiscal 1952	805,000	1,169

DEPARTMENT OF THE AIR FORCE

	Personnel strength	Units	Installations
Peak World War II	2,411,000	[3] 243	1,933
June 30, 1950	411,000	[3] 48	210
July 1951	787,000	----------	232
Projected, fiscal 1952	[1]	[4] 95	309

[1] Classified.
[2] 10 "Railhead" facilities not included.
[3] Groups.
[4] Wings.

EXHIBIT No. 2

Data for inclusion in House Armed Services Committee report (H. R. 4524)

	Troop housing		Bachelor officers quarters		Family quarters	
	Spaces	Cost	Spaces	Cost	Units	Cost
Department of the Army:						
Inside continental United States	105,076	$233,803,300	--------	----------	16	$227,200
Outside continental United States	7,584	15,132,000	--------	----------	465	10,275,000
Classified	28,452	40,098,209	--------	----------	0	0
Total	141,112	289,033,509	--------	----------	481	10,502,200
Department of the Navy:						
Inside continental United States	19,850	49,075,830	657	$4,305,000	33	570,100
Outside continental United States	4,700	14,588,300	65	662,500	37	1,114,200
Classified	7,550	23,481,750	753	4,521,000	0	0
Total	32,100	87,145,880	1,475	9,488,500	70	1,684,300
Department of the Air Force:						
Inside continental United States	422,736	588,731,000	9,487	55,883,000	746	11,731,000
Outside continental United States	52,946	96,436,000	6,191	31,449,000	3,287	70,136,000
Classified	42,203	95,249,000	2,068	36,224,000	655	17,030,000
Total	517,885	780,416,000	17,746	123,556,000	4,688	98,897,000
Grand total	691,097	1,156,595,389	19,221	133,044,500	5,239	111,083,500

	Land acquisition		Airfield pavements	
	Acres	Cost	Square yards	Cost
Department of the Army:				
Inside continental United States	454,321	$28,030,620	0	0
Outside continental United States	0	0	0	0
Classified	(1)	2,000,000	0	0
Total	454,321	30,030,620	0	0
Department of the Navy:				
Inside continental United States	17,614.36	3,407,050	----------	----------
Outside continental United States	30,616.00	2,439,100	----------	----------
Classified	0	0	----------	----------
Total	48,230.36	5,846,150	16,000,000	$176,000,000
Department of the Air Force:				
Inside continental United States	37,684.17	29,481,800	----------	5,144,000
Outside continental United States	560.00	15,000	----------	210,000
Classified	250.00	103,000	----------	487,000
Total	38,494.17	29,599,800	----------	5,841,000
Grand total	541,045.53	65,476,570	16,000,000	181,841,000

[1] Location and acreage not determined.

EXHIBIT No. 3

Warehousing summary

	Square feet on hand or under construction	Square feet approved in bill	Square feet total requirement fiscal year 1952	Square-foot shortage
Department of the Army:				
Continental United States	110, 695, 000	15, 901, 000	128, 260, 000	1, 664, 000
Overseas	25, 719, 000	7, 734, 000	37, 347, 000	3, 894, 000
Total	136, 414, 000	23, 635, 000	165, 607, 000	5, 558, 000
Department of the Navy:				
Continental United States	12, 506, 853	5, 744, 806	29, 858, 357	11, 606, 698
Overseas	530, 835	16, 000	546, 835	0
Total	13, 037, 688	5, 760, 806	30, 405, 192	11, 606, 698
Department of the Air Force:				
Continental United States	31, 999, 409	19, 024, 950	65, 913, 900	14, 889, 541
Overseas	467, 100	3, 388, 750	4, 880, 650	1, 024, 800
Total	32, 466, 509	22, 413, 700	70, 794, 550	15, 914, 341
Grand total	181, 918, 197	51, 809, 506	266, 806, 742	33, 079, 039

EXHIBIT No. 4

Hospital construction program, Department of Defense construction bill, fiscal year 1952

	Facilities		Beds	Cost
	New	Additions		
Department of the Army	18		10, 540	$90, 221, 000
		1	500	300, 000
Total	18	1	11, 040	90, 521, 000
Department of the Navy	1		300	3, 889, 000
		2	1, 900	12, 535, 000
Total	1	2	2, 200	16, 424, 000
Department of the Air Force, total	65	12	8, 797	124, 349, 000

EXHIBIT No. 5

Wherry housing program

[Programed by services]

	Original act		Amended act		Total	
	Projects	Units	Projects	Units	Projects	Units
Army	30	13, 878	29	5, 831	59	19, 710
Navy	5	2, 735	56	19, 978	61	22, 713
Air Force	40	23, 183	13	6, 131	53	29, 314
Total	75	39, 796	98	31, 940	173	71, 737

Wherry housing program—Continued

ORIGINAL ACT

	Projects	Units		Projects	Units
Projects completed:			Projects in FHA review:		
Army	5	951	Army	1	652
Navy			Navy	2	1,135
Air Force	1	250	Air Force	5	2,490
Total	6	1,201	Total	8	4,277
Projects under construction:			Proposed extension to projects under construction:		
Army	18	8,559	Army	7	2,664
Navy	3	1,600			
Air Force	29	17,535			
Total	50	27,694			
Projects committed by FHA but not under construction:					
Army	6	1,052			
Navy					
Air Force	5	2,908			
Total	11	3,960			

AMENDED ACT

Construction initiated:			Bids scheduled for June 1951:		
Army			Army	5	1,362
Navy	1	1,054	Navy	10	3,065
Air Force			Air Force		
Total	1	1,054	Total	15	4,427
Low bidders certified to FHA:			Bids scheduled for July 1951:		
Army	1	95	Army		
Navy	7	3,689	Navy	13	4,625
Air Force	1	500	Air Force		
Total	9	4,284	Total	13	4,625
Low bids to be certified to FHA:			Projects in architectural and engineering stage:		
Army	3	585	Army	20	3,789
Navy	3	352	Navy	22	7,193
Air Force			Air Force	12	5,631
Total	6	937	Total	54	16,613

EXHIBIT No. 6

Submitted and approved totals in Department of Defense construction bill for 1952

	H. R. 4524 (old)	H. R. 4914 (new)
I. Army:		
Inside	$1,297,687,427	$890,450,398
Outside	175,341,130	175,341,130
Classified	302,234,000	302,234,000
Total	1,775,262,557	1,368,025,528
II. Navy:		
Inside	888,265,480	597,758,650
Outside	116,125,550	74,977,150
Classified	126,362,800	113,531,800
Total	1,130,753,830	786,267,600
III. Air Force:		
Inside	2,034,422,000	1,993,603,800
Outside	415,420,000	415,420,000
Classified	1,071,638,000	1,071,638,000
Total	3,521,480,000	3,480,661,800
IV. Army	55,766,000	55,766,000
Navy	15,000,000	15,000,000
Air Force	63,000,000	63,000,000
	133,766,000	133,766,000
Total:		
I	1,775,262,557	1,368,025,528
II	1,130,753,830	786,267,600
III	3,521,480,000	3,480,661,800
IV	133,766,000	133,766,000
	6,561,262,387	5,768,720,928
	5,768,720,928	----------
	792,541,459	----------

EXHIBIT No. 7

Summary of public-works authorization, continental United States (H. R. 4914)

Alabama		$64,688,630
Army	$51,486,630	
Anniston Ordnance Depot	11,182,000	
Fort McClellan	23,333,250	
Redstone Arsenal	15,584,000	
Camp Rucker	1,387,380	
Navy		
Air Force	13,202,000	
Craig AFB	1,822,000	
Brookley AFB	11,380,000	
Arizona		23,110,200
Army	2,452,200	
Navajo Ordnance Depot	656,000	
Yuma Test Branch	1,796,200	
Navy		
Air Force	20,658,000	
Davis Montham AFB	19,139,000	
Luke AFB	267,000	
Williams AFB	1,252,000	
Arkansas		51,784,000
Army	6,104,200	
Camp Chaffee	1,942,900	
Midwest Chemical Center	640,000	
Camp Joseph T. Robinson	3,521,300	
Navy: Naval Ammunition Depot, Shumaker	45,679,800	
Air Force		

Summary of public-works authorization, continental United States (H. R. 4914)—Continued

California		$439,803,180
Army	$73,048,230	
Benicia Arsenal	5,045,000	
California Institute of Technology	1,453,030	
Camp Cooke	2,412,500	
Camp Irwin	7,532,700	
Oakland Army Base	1,814,500	
Fort Ord	29,236,400	
Presidio of San Francisco	70,200	
Sacramento Signal Depot	7,066,000	
Camp San Luis Obispo	601,100	
Sharpe General Depot	15,411,100	
Sierra Ordnance Depot	1,293,000	
Camp Stoneman	516,000	
Two Rock Ranch Station	491,700	
Muroc AFB	105,000	
Navy	126,288,950	
Naval Air Station, Alameda	9,328,400	
Naval Amphibious Base, Coronado	825,000	
Naval auxiliary landing strip, Crows Landing	1,036,500	
Marine Corps Air Station, El Toro	9,600,000	
Naval Ordnance Test Station, Inyokern	4,045,600	
Naval Shipyard, Mare Island	9,436,500	
Long Beach Naval Hospital	3,889,000	
Naval Auxiliary Air Station, Miramar	5,901,150	
Marine Corps auxiliary landing strip, Mojave	1,523,500	
Post Graduate School, Monterey	6,615,000	
Marine Corps Training Camp, Niland—Twenty-nine Palms area	7,150,000	
Naval Air Station, Oakland	550,000	
Marine Barracks, Camp Pendleton, Oceanside	5,172,000	
Naval Advance Base Depot, Port Hueneme	4,000,000	
Naval Electronics Laboratory, Point Loma	233,200	
Fleet Air Defense Training Center, Point Loma	4,600,000	
Naval Air Missile Test Center, Point Mugu	4,404,100	
Naval Magazine, Port Chicago	1,495,700	
Naval Hospital, San Diego	8,850,000	
Naval Station, San Diego	2,322,100	
Naval Air Station, San Diego	9,688,600	
Naval Training Center, San Diego	6,057,100	
Marine Corps Depot of Supplies, San Francisco, Barstow Annex	300,000	
Naval Shipyard, San Francisco	119,800	
Naval Radiological Defense Laboratory, San Francisco	8,580,000	
Marine Corps Air Facility, Santa Ana	1,270,000	
Marine Corps auxiliary landing strip, Santa Maria	4,187,700	
Naval Station, Treasure Island	5,108,000	
Air Force	240,466,000	
Camp Beale	39,314,000	
Castle AFB	9,979,000	
George AFB	4,099,000	
Hamilton AFB	3,429,000	
Hanmer Field	22,303,000	
March AFB	15,390,000	
Oxnard AFB	3,987,000	
Travis AFB	17,561,000	
Camp Shoemaker	58,422,000	
Mather AFB	4,024,000	
Maywood Depot	107,000	
McClelland AFB	23,835,000	
Norton AFB	6,575,000	
Edwards AFB	31,441,000	
Colorado		33,955,700
Army	6,135,700	
Camp Carson	561,700	
Fitzsimons Army Hospital	474,000	
Pueblo Ordnance Depot	4,500,000	
Rocky Mountain Arsenal	600,000	
Navy		
Air Force	27,820,000	
Ent AFB	2,300,000	
Lowry AFB	25,520,000	
Delaware		28,665,450
Army: Bethany Beach	805,450	
Navy		
Air Force	27,860,000	
Dover AFB	26,299,000	
Newcastle County Airport	1,631,000	

Summary of public-works authorization, continental United States (H. R. 4914)—Continued

Florida		$138,531,450
Army: Camp Blanding	$5,722,700	
Navy	42,580,750	
Naval Auxiliary Air Station, Bronson Field	5,500	
Naval Auxiliary Air Station, Cecil Field	9,929,600	
Naval Auxiliary Air Station, Corry Field	5,500	
Naval Air Station, Jacksonville	9,876,000	
Fleet Sonar School, Key West	2,788,500	
Naval Air Station, Key West	3,867,400	
Naval Station, Key West	2,347,250	
Naval Air Station, Miami	1,012,000	
Naval Air Station, Pensacola	5,119,500	
Naval Auxiliary Air Station, Sanford	4,015,000	
Naval Auxiliary Air Station, Saufley Field	1,447,500	
Naval Auxiliary Air Station, Whiting Field	2,167,000	
Air Force	90,228,000	
McDill AFB	9,914,000	
Morrison Field	8,320,000	
Orlando AFB	699,000	
Pine Castle AFB	24,759,000	
Tyndall AFB	928,000	
Lynn Haven AFB	59,000	
Eglin AFB	45,549,000	
Georgia		117,896,340
Army	39,568,140	
Atlanta General Depot	1,260,000	
Augusta Arsenal	50,000	
Fort Benning	26,763,040	
Camp Gordon	5,782,600	
Camp Stewart	3,712,500	
Navy	14,877,200	
Marine Corps Depot of Supplies, Albany	5,187,200	
Naval Air Facility, Glynco	9,690,000	
Air Force	63,451,000	
Hunter AFB	24,451,000	
Lawson AFB	9,058,000	
Turner AFB	7,308,000	
Moody AFB	1,951,000	
Robins AFB	20,683,000	
Idaho		21,109,000
Army		
Navy		
Air Force: Mount Home AFB	21,109,000	
Illinois		52,363,000
Army	6,867,900	
Decatur Signal Depot	3,424,000	
Granite City Engineer Depot	1,309,000	
Headquarters, Fifth Army	300,000	
Rock Island Arsenal	404,900	
Savanna Ordnance Depot	1,430,000	
Navy	17,773,100	
Naval Hospital, Great Lakes	3,685,000	
Naval Training Center, Great Lakes	6,295,000	
Electronics Supply Office, Great Lakes	4,053,100	
Naval Supply Depot, Great Lakes	3,740,000	
Air Force	27,722,000	
O'Hare International Airport	1,892,000	
Chanute, AFB	11,759,000	
Scott, AFB	14,071,000	
Indiana		9,851,800
Army	4,851,800	
Camp Atterbury	885,000	
Casad Engineer Depot	2,268,000	
Jeffersonville Quartermaster Depot	942,000	
Terre Haute Ordnance Depot	756,800	
Navy: Naval Ammunition Depot, Crane	5,000,000	
Air Force		

Summary of public-works authorization, continental United States (H. R. 4914)— Continued

Kansas		$89,501,700
Army: Fort Riley	$7,298,700	
Navy		
Air Force	82,203,000	
Forbes AFB	20,341,000	
Smokey Hill AFB	24,365,000	
Wichita Municipal Airport	37,145,000	
Topeka Depot	352,000	
Kentucky		82,955,850
Army	79,929,850	
Blue Grass Ordnance Depot	5,427,100	
Camp Breckinridge	379,650	
Fort Campbell	31,914,000	
Fort Knox	37,614,100	
Lexington Signal Depot	4,595,000	
Navy		
Air Force: Campbell AFB	3,026,000	
Louisiana		40,196,000
Army: Baton Rouge Engineer Depot	2,500,000	
Navy		
Air Force	37,696,000	
Alexandria Municipal Airport	6,548,000	
Barksdale AFB	18,331,000	
Lake Charles Airport	12,817,000	
Maine		7,971,300
Army		
Navy	17,283,300	
Naval Air Station, Brunswick	9,710,000	
Casco Bay Fuel Facility, Portland	1,666,000	
Navy Bulk Fuel Facility, Portland, Maine, area	3,520,000	
Naval Auxiliary Landing Strip, Sanford	2,237,300	
Naval Communications Station, Winter Harbor	150,000	
Air Force	20,688,000	
Limestone AFB	19,181,000	
Presque Isle AFB	1,507,000	
Maryland		143,600,065
Army	54,290,265	
Aberdeen Proving Ground	9,547,000	
Army Chemical Center	4,270,915	
Camp Detrick	29,603,750	
Eastern Chemical Depot	79,500	
Fort Holabird	1,401,600	
Fort George G. Meade	9,387,500	
Navy	22,853,800	
Naval Academy, Annapolis	3,449,200	
Naval Air Facility, Annapolis	141,900	
Naval Communications Station, Annapolis	943,500	
Naval Engineering Experiment Station, Annapolis	2,689,500	
Naval Medical Center, Bethesda	1,650,000	
David Taylor Model Basin, Carderock	2,480,500	
Naval Communications Station, Cheltenham	1,669,300	
Naval Air Test Center, Patuxtent River	4,435,500	
Naval Auxiliary Landing Strip, Webster Field	4,350,000	
Naval Ordnance Laboratory, White Oak	714,400	
Naval Powder Factory, Indianhead	330,000	
Air Force	66,465,000	
Andrews AFB	17,541,000	
Friendship International Airport	43,478,000	
Research and Development Command	5,446,000	
Massachusetts		51,653,600
Army	6,544,500	
Boston Staging Area	4,181,000	
Fort Devens	520,200	
Camp Edwards	591,500	
Springfield Armory	310,000	
Camp Wellfleet	941,800	
Navy	8,351,100	
Naval Shipyard, Boston	2,310,000	
Naval Shipyard, Boston (fuel facility)	2,766,500	
Naval Air Station, South Weymouth	2,482,600	
Woods Hole, Oceanographic Research Laboratory	792,000	

Summary of public-works authorization, continental United States (H. R. 4914)—Continued

Massachusetts—Continued		
Air Force	$36,758,000	
Hanscom Airport	3,770,000	
Otis AFB	3,591,000	
Westover AFB	11,427,000	
Bedford Research Center	17,970,000	
Michigan		$21,163,300
Army	6,375,300	
Fort Custer	3,082,000	
Detroit Arsenal	3,009,000	
Camp Lucas	284,300	
Navy: Naval Air Station, Grosse Ile	3,796,000	
Air Force	10,992,000	
Kinross Airfield	6,166,000	
Oscoda AFB	1,633,000	
Selfridge AFB	3,193,000	
Minnesota		6,421,000
Army		
Navy: Naval Air Station, Minneapolis	275,000	
Air Force	6,146,000	
Duluth Municipal Airport	2,177,000	
Wold-Chamberlain Field	3,969,000	
Mississippi		59,634,650
Army	12,755,650	
Camp McCain	5,400,200	
Camp Shelby	7,355,450	
Navy: Naval Advance Base Depot, Gulfport	3,000,000	
Air Force: Keesler AFB	43,879,000	
Missouri		66,157,400
Army	24,676,400	
AG Records Center, St. Louis	22,700,000	
Fort Leonard Wood	1,976,400	
Navy		
Air Force	41,481,000	
Grandview Airport	19,019,000	
Sedalia AFB	22,462,000	
Montana		10,151,000
Army		
Navy		
Air Force: Great Falls, AFB	10,151,000	
Nebraska		69,864,500
Army	1,069,100	
Sioux Ordnance Depot	809,100	
Army Map Service, Omaha	260,000	
Navy: Naval Ammunition Depot, Hastings	20,281,400	
Air Force	48,514,000	
Lincoln Municipal Airport	29,451,000	
Offutt AFB	19,063,000	
Nevada		13,255,500
Army		
Navy	9,276,500	
Naval auxiliary landing strip, Fallon	3,802,200	
Naval ammunition depot, Hawthorne	5,474,300	
Air Force	3,979,000	
Stead Field	2,109,000	
Nellis AFB	1,870,000	
New Hampshire		50,966,500
Army		
Navy: Naval shipyard, Portsmouth	4,185,500	
Air Force	46,781,000	
Portsmouth Municipal Airport	46,558,000	
Mount Washington	223,000	

Summary of public-works authorization, continental United States (H. R. 4914)—Continued

New Jersey		$116,480,650
Army	$75,430,650	
Belle Meade General Depot	16,800,000	
Fort Dix	29,951,630	
Camp Kilmer	6,261,520	
Fort Monmouth	18,162,500	
Picatinny Arsenal	926,000	
Raritan Arsenal	3,329,000	
Navy	17,277,000	
Naval Air Station, Atlantic City	2,591,000	
Naval Medical Supply Depot, Edgewater	1,375,000	
Naval Air Station, Lakehurst	4,911,000	
Naval Aeronautical Turbine Laboratory, Trenton	8,400,000	
Air Force: McGuire AFB	23,773,000	
New Mexico		42,570,500
Army	10,192,500	
White Sands Proving Ground	6,893,500	
Wingate Ordnance Depot	3,299,000	
Navy		
Air Force	32,378,000	
Walker AFB	13,111,000	
Clovis AFB	4,670,000	
Holloman AFB	6,147,000	
Kirtland AFB	8,540,000	
New York		51,427,800
Army	18,070,000	
Fort Jay	867,000	
Pine Camp	693,500	
Schenectady General Depot	11,422,400	
Seneca Ordnance Depot	619,600	
Signal Corps Photographic Center	1,034,000	
United States Military Academy	3,158,000	
Watervliet Arsenal	275,500	
Navy	8,445,800	
Naval Shipyard, Brooklyn	5,695,800	
Naval Air Station, Niagara Falls	2,750,000	
Air Force	24,912,000	
Mitchel AFB	1,191,000	
Niagara Falls Airport	2,451,000	
Suffolk County Airport	1,982,000	
Sampson AFB	9,095,000	
Griffis AFB	8,693,000	
Cornell University	1,500,000	
North Carolina		120,142,760
Army	62,648,560	
Fort Bragg	39,843,560	
Wilmington Ammunition Loading Point	22,805,000	
Navy	37,159,200	
Marine Barracks, Camp Lejeune	10,592,200	
Marine Corps Air Facility, Camp Lejeune	6,291,000	
Marine Corps Air Station, Cherry Point	15,058,000	
Naval Air Station, Weeksville	1,320,000	
Marine Corps auxiliary landing strip	3,898,000	
Air Force: Pope AFB	20,335,000	
Ohio		100,789,333
Army	14,810,333	
Columbus General Depot	600,000	
Erie Ordnance Depot	3,015,800	
Marion Engineer Depot	2,456,000	
Ravenna Arsenal	425,000	
Ressford Ordnance Depot	8,313,533	
Navy		
Air Force	85,979,000	
Lockbourne AFB	18,094,000	
Youngstown Municipal Airport	6,206,000	
Dayton Depot	13,006,000	
Shelby Depot	13,237,000	
Wright-Patterson AFB	35,436,000	

Summary of public-works authorization, continental United States (H. R. 4914)—Continued

Oklahoma		$93,472,830
Army	$28,006,430	
Camp Gruber	8,858,700	
Fort Sill	19,147,730	
Navy: Naval Ammunition Depot, McAlester	24,886,400	
Air Force	40,580,000	
Altus Municipal Airport	17,842,000	
Ardmore Airfield	14,188,000	
Vance AFB	348,000	
Tinker AFB	8,202,000	
Oregon		13,435,300
Army	11,692,300	
Umatilla Ordnance Depot	407,000	
Camp White	11,285,300	
Navy		
Air Force: Portland Municipal Airport	1,793,000	
Pennsylvania		124,026,200
Army	28,956,700	
Frankford Arsenal	3,233,700	
Indiantown Gap Military Reservation	2,152,900	
Letterkenny Ordnance Depot	11,007,300	
Marietta Transportation Corps Depot	3,010,200	
New Cumberland General Depot	1,680,000	
Tobyhanna Signal Depot	3,872,600	
Philadelphia Signal Corps Proc & Distr Agency	4,000,000	
Navy	18,420,500	
Naval Inspector of Materials, Murhall	137,500	
Naval Boiler Test Laboratory, Philadelphia	3,981,500	
Naval Shipyard, Philadelphia	6,313,200	
General Service Supply Office, Philadelphia	2,054,600	
Naval Air Material Center, Philadelphia	598,700	
Naval Air Station, Willow Grove	5,335,000	
Air Force	76,649,000	
Greater Pittsburgh Airport	2,556,000	
Olmstead AFB	74,093,000	
Rhode Island		17,113,900
Army		
Navy	17,113,900	
Naval Advance Base Depot, Davisville	4,726,700	
Naval Supply Depot, Newport (Melville)	3,399,000	
Naval Training Station, Newport	412,500	
Naval War College, Newport	400,000	
Naval Hospital, Newport	789,200	
Naval Air Station, Quonset Point	7,386,500	
Air Force		
South Carolina		65,901,580
Army: Fort Jackson	1,446,480	
Navy	2,058,100	
Naval Ammunition Depot, Charleston	913,000	
Marine Corps auxiliary landing strip, Beaufort (Aux for MCAS, Cherry Point)	407,000	
Marine Corps Recruit Depot, Parris Island	738,100	
Air Force	62,397,000	
Charleston Airfield	28,444,000	
Greenville AFB	15,031,000	
Shaw AFB	18,922,000	
South Dakota		17,977,300
Army: Black Hills Ordnance Depot	425,300	
Navy		
Air Force: Rapid City AFB	17,552,000	
Tennessee		31,396,000
Army	11,821,000	
Memphis General Depot	11,705,000	
Milan Arsenal	116,000	
Navy: Naval Air Technical Training Center	1,500,000	
Air Force	18,075,000	
McGhee Tyson Airport	2,797,000	
Sewart AFB	15,194,000	
Mallory Depot	84,000	

Summary of public-works authorization, continental United States (H. R. 4914)— Continued

Texas		$355,266,330
Army	$63,712,530	
Fort Bliss	21,709,830	
Camp Bowie	8,382,300	
Brooke Army Medical Center	602,000	
Fort Worth Quartermaster Depot	4,740,000	
Fort Hood	11,220,900	
Fort Sam Houston	1,032,000	
Red River Arsenal	10,193,900	
Camp Swift	5,831,600	
Navy	8,190,000	
Naval Auxiliary Air Station, Chase Field	2,830,000	
Naval Auxiliary Air Station, Kingsville	5,360,000	
Air Force	283,363,800	
Bergstrom AFB	16,465,000	
Biggs AFB	7,883,000	
Camp Walters	14,807,000	
Carswell AFB	22,297,000	
Gray AFB	2,463,000	
Hensley Naval Air Station	3,022,000	
Amarillo Airfield	13,814,000	
Big Springs Municipal Airport	3,133,000	
Bryan AFB	5,341,000	
Connally AFB	12,778,000	
Ellington AFB	706,000	
Foster Field	11,082,800	
Goodfellow AFB	1,583,000	
Larlingen AFB	15,462,000	
Lackland AFB	63,753,000	
Laredo Municipal Airport	8,577,000	
Laughlin Field	13,701,000	
Perrin AFB	2,187,000	
Randolph AFB	6,450,000	
Reese AFB	967,000	
San Marcos AFB	157,000	
Sheppard AFB	21,291,000	
Kelly AFB	35,444,000	
Utah		20,982,000
Army	18,047,000	
Deseret Chemical Depot	1,585,400	
Tooele Ordnance Depot	4,232,600	
Utah General Depot	12,229,000	
Navy		
Air Force: Hill AFB	2,935,000	
Vermont		1,069,000
Army		
Navy		
Air Force: Burlington Airport	1,069,000	
Virginia		182,441,650
Army	69,101,600	
A. P. Hill Military Reservation	411,000	
Fort Belvoir	16,761,200	
Fort Eustis	34,559,500	
Fort Lee	2,955,700	
Camp Pickett	1,083,500	
Richmond Quartermaster Depot	3,360,000	
Fort Story	2,344,900	
Vint Hill Farms	155,000	
Hampton Roads staging area	7,470,800	
Navy	94,058,050	
Headquarters Battalion, Headquarters Marine Corps, Henderson Hall, Arlington	1,100	
Naval Air Station, Chincoteague	5,785,000	
Naval Proving Ground, Dahlgren	2,327,100	
Fleet Air Defense Training Center, Dam Neck	220,000	
Naval Amphibious Base, Little Creek	35,102,850	
Naval Shipyard, Norfolk (Portsmouth)	8,033,300	
Naval Supply Center, Norfolk	12,764,400	
Naval Hospital, Norfolk area	2,500,000	
Naval Air Station, Norfolk	9,955,200	
Public Works Center, Norfolk	1,674,800	
Naval Auxiliary Air Station, Oceana	12,810,000	
Naval Hospital, Portsmouth	385,000	
Marine Corps Schools, Quantico	2,499,300	
Air Force: Langley AFB	19,282,000	

Summary of public-works authorization, continental United States (H. R. 4914)—Continued

Washington		$106,111,700
Army	$54,013,400	
Auburn General Depot	6,720,000	
Hanford	4,017,000	
Fort Lewis	36,916,200	
Madigan Army Hospital	1,875,000	
Mount Rainier	4,485,200	
Navy	16,100,300	
Puget Sound Naval Shipyard, Bremerton	1,204,500	
Naval Ordnance Depot, Puget Sound, Keyport	2,634,200	
Naval Receiving Station, Seattle	528,400	
Thirteenth Naval District, Seattle	262,900	
Naval Air Station, Whidbey Island	11,470,300	
Air Force	35,998,000	
Fairchild AFB	23,023,000	
Geiger Field	896,000	
Larson AFB	1,760,000	
McChord AFB	8,797,000	
Paine Field	1,522,000	
Washington, D. C		6,426,800
Army: Army Medical Center	890,800	
Navy	5,536,000	
Naval Research Laboratory, Anacostia	4,075,200	
Naval Communications Station, Washington	605,000	
Naval Gun Factory, Washington	855,800	
Air Force		5,737,100
Wisconsin		
Army: Camp McCoy	1,702,100	
Navy		
Air Force: Truax AFB	4,035,000	
Wyoming		7,042,000
Army		
Navy		
Air Force: Francis E. Warren AFB	7,042,000	

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